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Message Text

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ACTION EB-08

INFO OCT-01 EUR-12 SS-15 ISO-00 CAB-02 CIAE-00 COME-00
DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 NSC-05
OES-06 EPA-01 L-03 /060 W
----------311236Z 091916 /10/11
R 291038Z MAR 77
FM AMEMBASSY PARIS
TO SECSTATE WASHDC 1105
INFO AMEMBASSY LONDON
FAA BRUSSELS

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C O R R E C T E D C O P Y (LINES 9-10 AND PARA 2 OMITTED)

E.O. 11652 N/A
TAGS: EAIR, FR, UK, US
SUBJ: CIVAIR: CONCORDE

REF: PARIS 8616

1. WE MET MARCH 28 WITH GUIBE, DIRECTOR OF MAJOR PROGRAMS (INCLUDING CONCORDE) AT DGAC, TO OBTAIN CLARIFICATION OF LATEST FRENCH/BRITISH PROPOSALS ON NOISE ABATEMENT PROCEDURES FOR CONCORDE OPERATIONS AT JFK. GUIBE SAID FRENCH AND BRITISH WERE CURRENTLY IN PROCESS OF DECIDING WHEN PROPOSE NEXT ROUND OF "TECHNICAL TALKS" WITH PORT AUTHORITY STAFF AFTER INITIALMEETING MARCH ON AND GUIBE CONFIRMED MEETING WOULD PROBABLY BE SUGGESTED TO TAKE PLACE THIS WEEK.

2. GUIBE SAID THAT AT MARCH 9 MEETING FRENCH/BRITISH STATED THEY NOW PROPOSED USING ONLY RUNWAYS 31L AND 13R AT JFK. THEY WOULD NO LONGER PROPOSE USING RUNWAY O4L, WHICH WAS

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ONE OF RUNWAYS THEY HAD ALSO ENVISAGED USING WHEN EIS WAS PREPARED. RUNWAY 31L WAS THE RUNWAY THAT WOULD NORMALLY BE USED. RUNWAY 13R WOULD BE USED AS SELDOM AS POSSIBLE AND ONLY WHEN WIND CONDITIONS RULED OUT USE OF RUNWAY 31L. AIR FRANCE/BRITISH AIRWAYS ESTIMATED THIS WOULD OCCUR IN ONLY ABOUT 2-3 PERCENT OF CONCORDE OPERATIONS. IF FOR ANY REASON IT BECAME NECESSARY TO OPERATE FROM RUNWAY

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04/22, THEY WOULD PROPOSE USING IT ONLY IN THE RUNWAY 22 DIRECTION.

3. GOODELL COMMUNICATION OF MARCH 7 TO PORT AUTHORITY HAD REFERRED TO POSSIBILITY OF REDUCING IMPACT OF CONCORDE NISE THROUGH OPERATION OF AIRCRAFT AT GROSS WEIGHT SIGNIFICANTLY UNDER MAXIMUM GROSS WEIGHT. GUIBE EXPLAINED THIS WOULD BE ACHIEVED THROUGH REDUCED FUEL LOAD. NOTING THAT EIS NOISE DATA WAS CALUATED ON BASIS CONCORDE OPERATION AT MAXIMUM GROSS WEIGHT GUIBE SAID THERE WOULD BE OBVIOUS FUEL SAVING OVER DULLES ROUTE BECAUSE OF SHORTER DISTANCE NEW YORK-PARIS/LONDON. SECONDLY, OPERATIONAL EXPERIENCE ACQUIRED ON DULLES ROUTE, NOTABLY AS REGARDS TEMPERATURE ENCOUNTERED AT HIGH ALTITUDE AND OTHER FACTORS AFFECTING FUEL BURN, NOW ENABLED AIR FRANCE COMPUTE WITH GREATER PRECISION FUEL NEEDS FOR NEW YORK ROUTE. AT PRESENT, AIR FRANCE CARRIED FIVE PERCENT EXCESS FUEL OVER NORMAL REQUIREMENTS TO TAKE ACCOUNT OF FLIGHT VARIATIONS (QUITE APART FROM FUEL RESERVE REQUIREMENTS FOR DIVERSION TO ALTERNATE AIRPORT). THOUGH NO FINAL DECISION HAD YET BEEN TAKEN, IT WAS BELIEVED THIS COULD BE REDUCED TO ABOUT 3 PERCENT WITHOUT IN ANY WAY SACRIFICING SAFETY; THIS WOULD RESULT IN AN ECONOMY OF ONE TO TWO TONS OF FUEL. COMBINED LIMITED OFFICIAL USE

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WITH THE LIGHTER FUEL LOAD NECESSARY FOR THE NEW YORK-PARIS/LONDON RUN, THERE WOULD BE A FUEL SAVING OF SOME TEN TO TWELVE TONS. BECAUSE OF RESULTANT LOWER GROSS WEIGHTS, LIFT-OFF AS WELL AS THE TURN IMMEDIATELY AFTER LIFT-OFF ON RURWAY 31L COULD BE EXECUTED SOONER, THUS REDUCING NOISE IMPACT BY SEVERAL DECIBELS.

4. AT THE MARCH 9 MEETING THE PORT AUTHORITY HAD ALSO INSISTED ON THE NEED TO REDUCE CONCORDE NOISE ON APPROACH. AS A RESULT, THE FRENCH AND BRITISH HAD BEEN STUDYING THE POSSIBILITY OF USING A DECELERATED PROCEDURE ON APPROACH; THIS TOO WAS A DEPARTURE FROM WHAT HAD BEEN ENVISAGED IN THE EIS. THE PLAN WAS THAT WHILE ON THE ILS GLIDE SLOPE ON APPROACH CONCORDE WOULD CUT BACK ON POWER AND COME IN AT PROGRESSIVELY

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REDUCED SPEED COMPARED TO CONSTANT SPEED AT
WHICH AIRCRAFT GENERALLY MAKE THE ILS DESCENT.
THIS SYSTEM OF DECELERATED APPROACH HAD BEEN
CERTIFICATED BY THE DGAC AND WAS STANDARD
OPERATING PROCEDURE FOR AIR FRANCE, EVEN FOR
ITS CONCORDE OPERATIONS TO DULLES. HOWEVER,
THE SAME PROCEDURE WAS NOT YET CERTIFICATED IN
THE UK, THOUGH UK AUTHORITIES SAW NO OBJECTION
TO THE PROCEDURE FROM SAFETY STANDPOINT AND
PROMPT CERTIFICATION BY UK WOULD PROBABLY
POSE NO PROBLEM. HOWEVER, THE PROCEDURE
STILL HAS TO BE APPROVED BY BRITISH AIRWAYS PILOTS,
AND FOR THAT PURPOSE CONTACTS WERE UNDERWAY
BETWEEN THE CONCORDE PILOTS OF AIR FRANCE AND
BRITISH AIRWAYS. IT WAS BELIEVED THAT USE OF
THIS DECELERATED PROCEDURE ON APPROACH COULD
REDUCE CONCORDE NOISE BY ABOUT 5 DECIBELS.

5. GUIBE SAID THERE WAS NO INTENTION TO
REDUCE PAYLOAD TO ACHIEVE REDUCTION IN GROSS

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WEIGHT. HE EXPECTED AIR FRANCE WOULD BE ABLE
OPERATE WITH FULL PAYLOAD TO NEW YORK IN BOTH
WINTER AND SUMMER SEASONS.

6. GUIBE SAID AT SOME STAGE THERE SHOULD BE
INFORMAL DISCUSSION WITH FAA CONCERNING CERTAIN
ASPECTS OF THESE PROPOSED PROCEDURES.

7. GUIBE CONFIRMED THAT FRENCH HOPE FINAL
DECISION ON CONCORDE LANDINGS CAN STILL BE TAKEN
BY PORT AUTHORITY BOARD OF COMMISSIONERS AT
ITS MEETING ON APRIL 14. WE INFORMED HIM OF
WHAT WE HAD TOLD GOLDBERG OF DGA INTERNATIONAL
(REFTEL), NAMELY, TIMING LOOKED RATHER TIGHT.
STRESSING THAT WE COULD OBVIOUSLY NOT SPEAK FOR
PORT AUTHORITY AND IN FACT HAD NO IDEA OF
THEIR VIEWS IN THIS MATTER, WE POINTED OUT THAT
PORT AUTHORITY MIGHT NEED TIME TO STUDY FRENCH/
BRITISH PROPOSALS AND THEIR IMPLICATIONS
IN SOME DETAIL AFTER THIS NEXT MEETING AND PORT
AUTHORITY WOULD ALSO WANT TO AVOID POSSIBLE
CRITICISM FOR HAVING ACTED IN UNDUE HASTE
IF IT WAS NOW TO APPROVE CONCORDE LANDINGS. WE
ADDED THAT WE NO LESS THAN THE DGAC HOPED FOR AN
EARLY (AND OBVIOUSLY FAVORABLE) DECISION BY
NEW YORK, BUT WE WERE ALSO ANXIOUS THAT FRANCO-
AMERICAN RELATIONS NOT BE FURTHER ENVENOMED BY
ALLEGATIONS OVER DELAY THAT, AT THIS STAGE AT
LEAST, MIGHT HAVE NO BASIS IN FACT.

8. GUIBE EXPERSSED REGRET PORT AUTHORITY
HAD NOT AGREED SOONER TO MEET AND DISCUSS NOISE
PROBLEM WITH FRENCH AND BRITISH. WE TOOK ISSUE
WITH THAT LINE OF ARGUMENTATION, POINTING OUT
THAT IT WAS ONE THING TO MEET AND HAGGLE
OVER NOISE DATA AND ITS MEANING WHILE IT WAS
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ANOTHER TO AGREE TO MEET TO STUDY NEW PROPOSALS.
THE PROPOSALS WHICH THE FRENCH/BRITISH HAD
MADE ON MARCH 7 HAD CONSTITUTED A NEW DEVELOPMENT,
AND THE PORT AUTHORITY WOULD HAVE BEEN DELINQUENT
AND OPEN TO CRITICISM IF IT HAD IGNORED THIS
OVERTURE. WHILE THE FRENCH AND BRITISH MIGHT CON-
TENDTHAT THEY HAD NOT ASKED FOR "POSTPONEMENT"
OF THE PORT AUTHORITY DECISION THEN PLANNED FOR
MARCH 10, THIS WAS THE PRACTICAL EFFECT OF THEIR
MARCH 7 PROPOSALS AND TO PRETEND OTHERWISE WAS
RIDICULOUS. HOW COULD THE PORT AUTHORITY HAVE

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BEEN EXPECTED TO REACH A DEFINITE CONCLUSION THEN, IN TWO DAYS, ON TECHNICAL QUESTIONS WHICH IT HAS SINCE TAKEN THREE WEEKS FOR THE FRENCH/BRITISH TO REFINE AND WHICH, OVVIOUSLY, IN THEIR REFINED STATE, DID NOT EVEN EXIST ON MARCH 7. GUIBE, LIKE GOLDBERG, DID NOT DISPUTE THIS REASONING.

9. GUIBE CLAIMED TO HAVE NO IDEA YET WHAT DECISION WOULD BE TAKEN REGARDING THE PENDING LAWSUIT AT NEW YORK. (COMMENT: OUR SPECULATION IN PARA 5 REFTEL ON POSSIBLE TIMING OF PORT AUTHORITY DECISION OF COURSE DOES NOT TAKE ACCOUNT OF THAT IMPORTANT VARIABLE, THE LAWSUIT.)
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Message Attributes

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